













## VESSELS ON THE BERTH.

NIPPON YUSEN KAISHA.  
(THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
TAMBA MARU	MOJO, KOBÉ & YOKOHAMA	Friday, 7th January, at 4 P.M.
HAKATA MARU	MARSEILLES, LONDON & ANTWERP, via Singapore (Teasdale)	Friday, 7th January, at 4 P.M.
HINOHIMA MARU	KOBÉ & YOKOHAMA	Thursday, 9th January, at 4 P.M.
YAMAGUCHI MARU	SINGAPORE, COLOMBO & BOMBAY	Tuesday, 25th January, at Noon.
KANOSHIMA MARU	SEATTLE, WASH., U.S.A., via KOBÉ	Thursday, 27th January, at 4 P.M.
YAMAGUCHI MARU	THURSDAY ISLAND, TOWNSVILLE, VICTORIA, PERTH, BRISBANE, SYDNEY & MELBOURNE	Friday, 28th January, at 4 P.M.

Through Passengers Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN PACIFIC RAILWAY.

For further information as to Freight, Passage, Sailings, &c., apply to the Agents, Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 5th January, 1893.

PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.

PORT	STEAMERS	TO	ON	REMARKS
LONDON	MASSACHUSETTS	TO	10th	Freight or Passage.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	MASSACHUSETTS	TO	10th	Freight or Passage.
LONDON	MASSACHUSETTS	TO	10th	Freight or Passage.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	MASSACHUSETTS	TO	10th	Freight or Passage.
LONDON	MASSACHUSETTS	TO	10th	Freight or Passage.

For Further Particulars, apply to  
H. A. RITCHIE, Superintendent.

Hongkong, 7th January, 1893.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CARLINS AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY.	SPEED.	PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots		

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

EMPEROR OF CHINA, Comd'g. H. Pybus, R.N.	WEDNESDAY, 19th Jan. 1893
EMPEROR OF INDIA, Comd'g. O. P. Marshall, R.N.	WEDNESDAY, 25th Feb. 1893
EMPEROR OF JAPAN, Comd'g. G. A. Lee, R.N.	WEDNESDAY, 16th Mar. 1893

THE magnificent TWIN-SCREW STEAMERS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER in 12 DAYS, service to a WEEK to the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. These connections to Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), LUNARON OF THE TRANS-PACIFIC JOURNEY, the PALATIAL TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at the Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent, Pedder Street.

Hongkong, 30th December, 1892.

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.  
VIA SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA	FOR PORTLAND, OREGON
IN CONNECTION WITH THE NORTHERN PACIFIC RAILWAY CO.	IN CONNECTION WITH THE OREGON RAILROAD AND NAVIGATION CO.

Steamer	Tons	Captain	Proposed Sailing
COLUMBIA	2,800	A. G. Gove	Jan. 11
TACOMA	2,800	A. G. Gove	Feb. 8
VICTORIA	2,800	A. G. Gove	March 5
COLUMBIA	2,800	A. G. Gove	March 22

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First class Table. Doctors and Stewards on board.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 24.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Coast and GARDEN MOUNTAINS. The Yellowstone National Park route HONGKONG TO VICTORIA, TACOMA, or PORTLAND, 23.

The best route to the Klamath Gold Fields. Frequent sailings from Victoria, Tacoma and Portland to DRY and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Letters of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash. For Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon; for Goods Shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to  
DODD, CARLILL & CO., General Agents.

Hongkong, 5th January, 1893.

## OCEAN STEAMSHIP COMPANY.

## FOR LONDON VIA SUEZ CANAL.

"MYRHODON"  
Captain Harrison, will be despatched as above TO-DAY, the 7th inst., at 4 P.M.

For Freight, apply to  
BUTTERFIELD & SWIRE.

Hongkong, 5th January, 1893.

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR CHEFOO.

"HUNAN"  
Captain Fraser, will be despatched as above TO-DAY, the 7th inst., at 4 P.M.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE.

Hongkong, 6th January, 1893.

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

"SUNGKIANG"  
Captain Day, will be despatched as above TO-MORROW, the 8th inst., at 4 P.M.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE.

Hongkong, 6th January, 1893.

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## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CLASS	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL	MASSACHUSETTS	First	W. H. Pybus	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
LONDON VIA SUEZ CANAL	MASSACHUSETTS	First	W. H. Pybus	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
LONDON VIA SUEZ CANAL	MASSACHUSETTS	First	W. H. Pybus	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
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## VESSELS ON THE BERTH

FOR SINGAPORE, ANTWERP, AND HAMBURG.

(Calling Ceylon, through route to Amsterdam, Rotterdam, London, Oporto, Liverpool, and Bremen.)

THE Steamship  
"NIOBE"  
Captain R. J. Pitt, will be despatched for the above ports on MONDAY, the 10th inst., at 5 P.M.

This Steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to  
DODD, CARLILL & CO., Agents.

Hongkong, 4th January, 1893.

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Hongkong, 4th January, 1893.

## VESSELS ON THE BERTH.

## MOGUL-WARRACK-MILBURN LINE.

## FOR NEW YORK VIA SUEZ CANAL.

"PORT ADRIAN"  
will be despatched as above on WEDNESDAY, the 26th January, 1893.

To be followed by the  
S.S. "GHAEZEL" sail about 27th Jan. 1893.  
S.S. "PATRICK" do 28th Jan. 1893.  
S.S. "LENNON" do 29th Jan. 1893.  
S.S. "BRIDGEMAN" do 30th Jan. 1893.

For Freight or Passage, apply to  
DODD, CARLILL & CO., Agents.

Hongkong, 7th January, 1893.

## VESSELS ON THE BERTH.

## FOR NEW YORK.

"GERARD C. TOILEY"  
Shanty Master, will load here for the above port and will be despatched on January 7th.

For Freight, apply to  
REUFER, BREILMANN & CO., Agents.

Hongkong, 13th December, 1892.

## VESSELS ON THE BERTH.

## NATURALINE OF STEAMERS.

THE General Agents for the above Line in China and Japan are hereby informed that their goods will be delivered from Hongkong on board after 4 P.M. of the 5th instant will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by  
JARDINE, MATHESON & CO., General Managers.

Hongkong, 3rd January, 1893.

## VESSELS ON THE BERTH.

## NOTICE TO CONSIGNEES.

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship  
"SENTA"  
Captain T. Vos, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from Hongkong.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Any Cargo impeding their discharge will be loaded into the Godowns of the Hongkong and Shanghai Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all claims must be examined on the 10th instant, or they will be rejected.

All Broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th instant, or they will be rejected.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 10th inst., otherwise they will not be recognized.

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Hongkong, 3rd January, 1893.

## VESSELS ON THE BERTH.

## "GLEN" LINE OF STEAM PACKETS.

FROM NEW YORK AND STRAITS.

THE Steamship  
"GLEN"  
having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Shanghai Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

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JARDINE, MATHESON & CO., Agents.

Hongkong, 3rd January, 1893.

## VESSELS ON THE BERTH.

## THE CHINA MUTUAL STEAM NAVIGATION CO., LIMITED.

NOTICE TO CONSIGNEES.

FROM SWANSEA, LIVERPOOL, AND SINGAPORE.

THE Company's Steamship  
"PENGSTONY"  
having arrived from the above ports, Consignees of cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Shanghai Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all claims must be examined on the 10th instant, or they will be rejected.

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Bills of Lading will be countersigned by  
JARDINE, MATHESON & CO., Agents.